



MINUTES

ENGAGING AND COMMUNICATING WITH OUR COMMUNITY

Herons Creek 9 November 2016

PRESENT:

Mayor Peter Besseling
Councillor Robert Turner
Councillor Mike Cusato
Councillor Sharon Griffiths
Councillor Peter Alley
Councillor Justin Levido
Councillor Lee Dixon

Craig Swift-McNair (General Manager)
Rebecca Olsen (Director Corporate and Organisational Services)
Gary Randall (Acting Director of Infrastructure and Asset Management)
Liesa Davies (Acting Director of Community and Economic Growth)
Matt Rogers (Director of Development and Environment Services)
Lucilla Marshall (Group Manager Community Place)

35 community members

APOLOGIES:

Deputy Mayor Lisa Intemann
Councillor Geoff Hawkins

The Mayor welcomed those in attendance and introduced the Councillors and Council staff members present.

The Mayor also delivered an Acknowledgement of Country.

Applicant	Mrs Betty Boyd On behalf of Herons Creek Chapel
Question 1 Submitted	Resurfacing of Herons Creek Road in the village section from the railway line overpass to the intersection of Blackbutt Road due to the heavy trucks that have use of the road during the construction of the dual highway. The condition is needing a total resurface instead of just filling the potholes as has been the practice so fair. The RMS have advised that they made a significant contribution to PMHC for repair/resurface of the road.
Comments	<p>The section of Herons Creek Road in question requires rehabilitation rather than resurfacing. When considering road rehabilitation works, Council identifies potential projects based on the overall road network and factors including safety, traffic volumes, economic importance of a route, community connectivity and current and future maintenance. At this time Herons Creek Road is not identified for rehabilitation within the current 4 year plan.</p> <p>Recent road rehabilitation projects have focused on roads within the top 20 in Council's Road Hierarchy List, including Cameron Street, Ocean Drive, Hastings River Drive and Lord Street. By comparison, Herons Creek Road (sealed section) is ranked at 129 and will continue to be maintained on a reactive basis with resources allocated using a risk based approach.</p> <p>As part of the highway handover - whereby Council was burdened with sections of the old highway and additional access roads, bridges and interchanges - the RMS provided maintenance funding (within a 10 year time limit) only for sections relating to these roads.</p> <p>With regard to Herons Creek Road, RMS only provided maintenance funding for the section between Ron Banks Road and the Highway - no funding was provided for the remainder of Herons Creek Road. Total contribution made by RMS for the 10 year maintenance of the old highway and new works was \$126,500, which is not a substantial sum of money in light of the work required on this infrastructure.</p>
Meeting Notes / Actions	<p>A/DIAM provided an overview of works occurring in the region, the response above and answered questions on how Council's roads hierarchy works, including the risk based approach. Comment was also made on the small amount of funding Council received from the RMS in relation to the past handover of roads of \$126,500 for ten years, noting that Herons Creek Road did not form part of this funding.</p> <p>The Mayor noted the annual budget process and that Council welcomes community input on priorities via submissions. The Mayor and A/DIAM encouraged the community to be part of this process and continue to provide feedback on roads conditions.</p>

Applicant	Mrs Betty Boyd On behalf of Herons Creek Chapel
Question 2 Submitted	With the new waste transfer station being constructed on the boundary of Herons Creek / Kew, we have had numerous double bogie trucks and contractors vehicles heading south through the village to the new site, creating extra wear and tear taking a short cut from the Bago Road roundabout, down Herons Creek Road. Our rational fear is that when the transfer station is operating, we envisage that the traffic will increase ten-fold. When PMHC sought feedback regarding the proposed waste station, our community supported this on the proviso that Herons Creek Road be surfaced.
Comments	<p>Council has arrangements in place with the contractors constructing the Kew waste transfer station that access to the site is to be from the south via Kew. Staff have reminded the head contractor to be vigilant in ensuring subcontractors follow these arrangements.</p> <p>Once the waste transfer station is operational, the southern approach will be sealed and contractors, such as JR Richards and other contractors periodically servicing the site, will be instructed to access from the south to minimise impact on the village and the need for additional maintenance of the gravel part of the road. It is expected that local traffic may access the site from the north and this is appropriate as Herons Creek Road is a public road. The waste transfer station will cater for domestic waste services only, ie. commercial operators will need to access the Cairncross waste management facility. Given this, it is not expected that traffic volumes will have a significant impact on the road.</p>
Meeting Notes / Actions	Please refer to Meeting Notes - Questions 1 & 26.

Applicant	Mrs Betty Boyd
Question 3 Submitted	The surfacing of Herons Creek Road - ever since the dual carriageway was built, Herons Creek Road has incurred a massive use by local traffic as it is much shorter to travel down Herons Creek Road to Kew than to travel north along Ron Banks Road, an extra 6kms up and back to/from Bago Road roundabout from our previous exit. When will PMHC prioritise this road for surfacing?
Comments	<p>Council has to manage and maintain 875km of sealed road and 465km of unsealed road. Herons Creek Road is managed in the same process as all other roads in the Local Government Area. In particular, Council utilises the approved risk management processes to allocate available resources appropriately across all road assets.</p> <p>Given the need to match available resources to the management and maintenance of the network, much of Council's focus is upon maintaining rather than upgrading existing infrastructure.</p> <p>As such, the upgrade of unsealed roads to sealed roads is generally not undertaken as this would be in lieu of rectifying defective sealed road pavements that generally carry higher traffic volumes and an increased risk to motorists. This is consistent with advice provided by Council's insurer. Therefore it is unlikely that Herons Creek Road will be upgraded to a sealed road in the foreseeable future.</p> <p>Should resources become available in the future for the sealing of unsealed roads then consideration will be given to the Top 145 in the Roads Hierarchy, along with other influencing matters. The unsealed section of Herons Creek Road is currently ranked at number 130.</p> <p>The unsealed portion of Herons Creek Road is considered a Priority 1 unsealed road and is graded every 6 months and this represents Council's highest level of service across the entire Local Government Area.</p>
Meeting Notes / Actions	Please refer to Meeting Notes - Question 1 above.
Correction	Council would like to clarify that the unsealed eastern section of Blackbutt Road to Old School Road is considered a Priority 1 unsealed road and is graded every 6 months and this represents Council's highest level of service across the entire Local Government Area. The section of Blackbutt Road west of Old School Road is considered a Priority 2 unsealed road and is graded every 12 months. Council apologises for any confusion caused.

Applicant	Miss Sophie Manolas
Question 4 Submitted	What can be done to improve roads in Herons Creek? Last Thursday, 27/10/16 my partner was involved in a near fatal car accident on a part of Blackbutt Road that I and my neighbours have complained about several times with no result. The Police report that neither the driver was at fault but was the road.
Comments	<p>Council has to manage and maintain 875km of sealed road and 465km of unsealed road. The roads in Herons Creek are managed in the same process as all other roads in the Local Government Area. In particular Council utilises the approved risk management process to allocate available resources appropriately across all road assets.</p> <p>Herons Creek Road is the only road within Herons Creek Area that sits within the Top 145 road hierarchy being 129 (sealed section) and 130 (unsealed section) and funds are allocated across the road network as appropriate to hierarchy and risk rating.</p> <p>Council faces similar issues across the entire LGA with examples such as Bril Bril Road, Bellangry Road, Forbes River Rd, Ballengarra Bransdon Road, Costigans Road, Toms Creek Road, Colling Road and Clarefield Dungay Road just to note a few of the many roads with similar or worse issues.</p> <p>Given the need to match available resources to the management and maintenance of the network, much of Council's focus is upon maintaining rather than upgrading existing infrastructure. It is unlikely that Blackbutt Road will be upgraded and this is consistent with Council processes in line with advice provided by Councils Insurer.</p> <p>The unsealed portion of Blackbutt Road is considered a Priority 1 unsealed road and is graded every 6 months and this represents Council's highest level of service across the entire Local Government Area.</p> <p>Council has provided advanced warning signage on Blackbutt Road noting the variable condition of the road surface and the need for motorists to take care. All motorists have an obligation to drive to the road conditions and log truck notices have also been erected.</p> <p>Potential exists for some additional signage to be erected relating to road condition and this will be investigated. In addition Council will be undertaking a safety assessment at the culvert located close to the sealed section of Blackbutt Road, in accordance with Australian Standards to see if this particular situation warrants the installation of warning/advisory signs and guardrails. If the situation does warrant this, works will be prioritised in accordance with Council's risk rating system.</p>
Meeting Notes / Actions	Please refer to Meeting Notes - Question 1 above.

Applicant	Ms Judith Bull
Question 5 Submitted	<p>“Why can’t my road – Old School Road – be sealed?” It is dangerous, the pot holes are back within a month or two (in the same spots), there are blind corners which cars speed around on the wrong side of the road, the ridging on Blackbutt Road near the beginning presumably made by logging trucks, grading once a year is not nearly enough (should be four times a year) and it is too narrow in parts (my daughter was run off the road) with big ditches on either side and nowhere to go. I recently had to stop to let a 4WD pass as there is nowhere to go.</p> <p>My main concern and it affects me greatly is the amount of dust that covers my house every twenty minutes or so as cars pass - more dust and thicker and higher the faster they travel and also if a truck or a car with trailer. I have to keep all my windows closed and if you are outside the dust gets in your eyes and down your throat. I have provided two photos that are before and after the dust to highlight how thick it is. I also have a water filter that has only been used for two months showing the amount of dirt that lands on my roof and into my water tank. I would like to have the dust monitored if possible and the number of cars using the roads monitored.</p> <p>There are approximately 17 houses along Old Mill Road and Old School Road. I don’t know how many on Blackbutt perhaps another 10. In the last ten years the traffic and amount of cars has increased greatly. I would like to submit an idea that all the rates collected on these three roads be used to seal them. I don’t the cost effectiveness of this idea compared to grading the road four times a year instead of once. We are a forgotten area down here and do not have garbage collection, town water or sealed roads. I don’t think our rates should be used for the benefit of everyone else except us.</p>
Comments	<p>Council has to manage and maintain 465km of unsealed road. Old School Road is managed in the same process as all other roads in the Local Government Area. In particular Council utilises the approved risk management process to allocate available resources appropriately across all road assets.</p> <p>Given the need to match available resources to the management and maintenance of the network, much of Council’s focus is upon maintaining rather than upgrading existing infrastructure. It is unlikely that Old School Road or Blackbutt Road will be upgraded and this is consistent with Council processes in line with advice provided by Council’s Insurer.</p> <p>Old School Road is not ranked within the Top 145 road hierarchy whilst a number of other unsealed roads are - including the unsealed section of Herons Creek Road, ranked at number 130. As such these ranked unsealed roads would generally have a priority over the unranked roads should resources become available for initial sealing any time in the future.</p> <p><i>Comments continued over</i></p>

<p>Question 5 comments (continued)</p>	<p>Old School Road is considered a Priority 2 unsealed road and is graded every 12 months. The unsealed portion of Blackbutt Road is considered a Priority 1 unsealed road and is graded every 6 months, this represents Council's highest level of service across the entire Local Government Area.</p> <p>Council undertakes over 190 scheduled grades across the 465km of unsealed road every year. Were Old School Road and Blackbutt Road to receive additional grading, this would mean that residents on other roads would have to have their services reduced, which is not appropriate.</p> <p>Council has provided advanced warning signage on Blackbutt Road noting the variable condition of the road surface and the need for motorists to take care. All motorists have an obligation to drive to the road conditions and log truck notices have also been erected.</p> <p>All unsealed roads generate dust to varying degrees when vehicles travel on the road. The extent of dust created is highly dependent upon the manner in which motorist's drive, particularly if they are not driving to the conditions, the type of vehicles using the road as well as the long term and prevailing weather conditions, all these factors are beyond Council's control.</p> <p>Potential exists for some additional signage to be erected relating to road condition and this will be investigated. In addition Council will be undertaking a safety assessment at the culvert located close to the sealed section of Blackbutt Rd, in accordance with Australian Standards to see if the particular situation warrants the installation of warning/advisory signs and guardrails. If warrants are met then the works will be prioritised in accordance with Council's risk rating system.</p>
<p>Meeting Notes / Actions</p>	<p>The Mayor noted that if Council were to spend rates where they were collected, the smaller villages would miss out as most rates are raised in Port Macquarie. He noted Council's responsibility and commitment to support the entire community.</p> <p>A/DIAM responded in line with the above response.</p> <p>Ms Bull expressed concern about the depth of the road edges and why they have to be so deep.</p> <p>A/DIAM and some other members of the community noted the need to have good drainage off the road.</p> <p>Mrs Boyd noted the camber of the road helps preserve road condition because the water runs off.</p> <p>The Mayor spoke to the challenge in maintaining our 1400km road network and the additional budget commitment to rural roads and understanding that roads are important to the community.</p>

Applicant	Mr Martin Parish On behalf of Herons Creek Chapel
Question 6 Submitted	When will resurfacing of Herons Creek Road through the village be scheduled? The then RTA (RMS) back in 2011 declared that they made a significant contribution to PMHC after they ran truck loads of gravel from the quarry on Bulls Ground Round in the construction of the twin highway.
Comments	Please refer to the response to Question 1.
Meeting Notes / Actions	Please refer to Meeting Notes - Question 1 above.

Applicant	Mr Martin Parish On behalf of Herons Creek Chapel
Question 7 Submitted	It is fantastic that PMHC mows and maintains the street nature reserve where the new sculpture is located. Will this service be extended to mow all the street nature reserves both sides of Herons Creek and Bobs Creek where there are embankments that are dangerous for residents to maintain?
Final Comments for Distribution as Approved by GM	Council slashes the sealed portions of Herons Creek Road and Bobs Creek Road on a 12 month schedule. Dependent on the height and volume of vegetation, weed spraying is sometimes used as an alternative. Council also provides an outreach mowing service that clears larger vegetation from the road shoulders. This service is on a 5 year cycle with the crew working in a counter clockwise direction through the Local Government Area. The outreach mowing crew is currently located in the Pappinbarra region.
Meeting Notes / Actions	A/DIAM spoke to the above response.

Applicant	Mr Martin Parish On behalf Herons Creek Chapel
Question 8 Submitted	Our bus shelter at the beginning of Herons Creek Road needs relocating 100 feet west and upgrading whilst those students who are forced to walk to the northern end of Ron Banks Road have no shelter at all in the new bus drop-off. Will PMHC make this a priority in the immediate future?
Comments	<p>In 2013 there was extensive consultation between RMS, Council, Busways and the community regarding the changes to the Pacific Highway / Herons Creek Road intersection. This included consultation over the bus turning circle and bus shelter.</p> <p>The request submitted is contrary to the previous consultation; however, Council will undertake a review in the new year, to determine if there is merit in relocating the shelter. We are unable to confirm a specific timeframe at this stage, however, once Council's new Road Safety Officer commences in early in 2017, we will be in a better position to advise when this review may occur.</p> <p>With regard to Ron Banks Road, Council will review the potential to install a shelter. Council has limited funding available for the provision of new shelters and this needs to be assessed against all other requests for new or upgraded shelters across the Local Government Area.</p>
Meeting Notes / Actions	ACTION: Council to review the shelter location and what is required to move this. (A/DIAM)
Completed Action	<p>Customer Reference CRM 25721/2016.</p> <p>The issue of relocating the bus shelter on Herons Creek Road immediately west of the Pacific Highway was discussed with Busways. Based on the current student numbers, bus routing and road configuration, Busways believe the shelter is in the most suitable location. Council therefore has no plans to relocate the shelter.</p> <p>A shelter on Ron Banks Road has been included in our list for future consideration.</p>

Applicant	Mr Ron Morris
Question 9 Submitted	Maintenance of road corridors including vegetation overhanging the roads on Blackbutt Road, Old School Road, Gumnut Road and Old Mill Road.
Comments	<p>Council provides an outreach mowing service that clears larger vegetation from the road shoulders. This service is on a 5 year cycle with the crew working in a counter clockwise direction through the Local Government Area. The mowing crew is currently located in the Pappinbarra region</p> <p>The overhanging vegetation has been rated as a medium risk and will be mown as part of the scheduled maintenance programme.</p> <p>Council maintains Blackbutt Road, Old School Road and Old Mill Road, however Gumnut Road is an access track over Crown Land and as such Council does not maintain Gumnut Road.</p>
Meeting Notes / Actions	<p>A/DIAM noted the increased priority in vegetation management for rural areas in recent years, albeit from a low base. He noted commitment to inspect and assess risks and ensure the area of concern is considered in light of other priorities.</p> <p>Concern was expressed about hessian being dumped with road material and littering the roadway, water cart staff sitting on the side of the road reading a book, and lack of response to his correspondence to Council.</p> <p>Concern was expressed about risk with motorbikes on weekends being difficult to see around corners and that this should be considered in Council risk assessment.</p> <p>General discussion around corrugation in unsealed roads.</p> <p>Cr Griffiths noted recent feedback around the improvement in recent years in frequency of unsealed road maintenance.</p>

Applicant	Mrs Maureen Churnside
Question 10 Submitted	PMQ-Hastings LEP (2011) Amendment 34 copy dated 01/12/15 - Page 12 states: PMQ-Hastings Council Community Consultation included written notification to affected and appropriate adjoining landowners. This did not happen - why?
Comments	<p>In relation to community consultation, the Planning Proposal stated:</p> <p><i>“Consultation in accordance with the Council’s Public Consultation Policy took place for the public exhibition of this proposal, and included:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> <i>Notification in a locally circulating newspaper.</i> <input type="checkbox"/> <i>Notification on Council’s website.</i> <input type="checkbox"/> <i>Written notification to affected and appropriate adjoining landowners.</i> <input type="checkbox"/> <i>A 16 day exhibition period from 3 July 2015 to 20 July 2015.”</i> <p>This is a general description of the consultation undertaken. There were a number of different amendments to the LEP and the written notification technique was used for those amendments where there was a specific development outcome that warranted direct consultation with adjoining neighbours.</p> <p>Written notification to affected landowners is also undertaken at the development application stage, when the detail of a given proposal is known, as has been the case for the proposed quarry at Lookout Road.</p>
Meeting Notes / Actions	<p>DDES spoke to the answer above, answered questions and provided information on the Infrastructure SEPP, Forestry legislation, the land use planning scheme and the process to review and amend Councils LEP to align with State legislation, including legal advice received.</p> <p>Mrs. Churnside argued that the pre-lodgment meeting on the quarry was the precursor for the change in the LEP.</p> <p>A community member presented the view that the LEP amendment should have been treated separately, rather than grouped with other 'administrative amendments'.</p> <p>A community member suggested that Council advertise the LEP amendment now to allow the community to provide the views around extractive industries in State Forests. The DDES responded that this would require Council to undertake an entirely new process.</p> <p>ACTION: DDES to provide advice to Mrs Churnside on what written notification was given for LEP Amendment 34.</p>
Completed Action	Customer Reference CRM 25722/2016. Matt Rogers has responded directly to Mr and Mrs Churnside in December 2016.

Applicant	Ms Judith Bull
Question 11 Submitted	Why can't Old Mill Road, Old School Road and Blackbutt Road be connected to town water?
Comments	<p>Water supply is generally limited to residential areas, as the cost to extend and maintain water mains in rural areas is prohibitive and also provides a logical boundary to the extent of the service.</p> <p>When new areas are to be provided with water supply, the developer is required to pay an up-front developer charge, based on an equivalent tenement to help recover part of the infrastructure costs incurred in servicing new developments or additions / changes to existing developments. At present, this figure is set at just under \$10,000 per connected property.</p> <p>For rural areas, the cost to extend and maintain water supply infrastructure is generally too cost prohibitive to consider and well beyond what most people are prepared to pay.</p>
Meeting Notes / Actions	Please refer to the response provided above.

Applicant	Mrs Alicia Bales
Question 12 Submitted	There is great community concern about the proposed Lookout Road quarry. This has not been reflected in Council's position on the DA to-date. What ways can communities effectively and constructively work with Council to ensure social, environmental and economic outcomes in proposed developments?
Comments	<p>Council officers are required to assess development applications in accordance with the planning laws in NSW and in the context of the local planning controls, the Local Environmental Plan and Development Control Plan. This planning framework sets out how social, environmental and economic issues are to be considered in the assessment of development applications.</p> <p>Community consultation is part of the process of assessing the impacts of a development application and this is the primary avenue for the community to have input into proposed developments.</p> <p>The community can also have input into the development of planning policy by participating in engagement on planning strategies, such as the Urban Growth Management Strategy, and various local planning policy development and review processes.</p> <p>By joining Council's online engagement site, PMHC Listening, community members can be notified of engagement opportunities as they arise.</p>
Meeting Notes / Actions	<p>Concern that Council's decision did not reflect the community concerns.</p> <p>The Mayor spoke to Independent Council representation on the JRPP and that his view does not have to align with Council staff representation.</p> <p>DDES noted the need for the community to be involved in planning - particularly at the Strategic level (UGMS), to inform the lower levels of planning which have less flexibility. DDES spoke to the development approvals process including notifications, exhibition, development of recommendations and assessment by Council's Development Assessment Panel/JRPP. It was noted that the staff recommendation is made on planning grounds.</p> <p>Please also refer to Meeting Notes - Question 10 above.</p>

Applicant	Mr Bill Boyd
Question 13 Submitted	I support the proposed quarry. I would like the right of reply if there is a question put that rejects the approval of the quarry.
Comments	No response required.
Meeting Notes / Actions	Nil

Applicant	Mrs Betty Boyd
Question 14 Submitted	<p>Is Council able to put guard rails on the bridge just past the end of the tar on Blackbutt Road, with signage, to warn of its use on both approaches?</p> <p>I believe this bridge would be less hazardous if it were a single lane bridge. The surface of the road on the bridge seems to get in bad shape quickly which necessitates dodging the holes to negotiate the bridge safely.</p> <p>A vehicle was recently destroyed when a truck and a log truck met on that bridge. The driver of the upturned truck in the creek was able to free himself or this would have been a tragedy.</p>
Comments	<p>Council will undertake a safety assessment at this culvert (bridge), within the next three months in accordance with Australian Standards to see if the particular situation warrants the installation of warning/advisory signs and guardrails. If it is warranted, then the works will be prioritised in accordance with Council's risk rating system.</p>
Meeting Notes / Actions	<p>Miss Manolas spoke to concerns around Council's risk matrix and that it doesn't take into account the multiple personal experiences/incidents which have occurred on this corner. She suggested signage for a single lane bridge around a blind corner is needed.</p> <p>Please note this issue is also discussed in response to Question 4.</p> <p>ACTION: As noted in the Council response a safety inspection is to take place as soon as possible. (A/DIAM)</p>
Completed Action	<p>CRM25724/2016</p> <p>Council staff undertook a site inspection on 30 January 2017. Staff are currently preparing a report on their findings and the community will be notified of the outcome.</p>

Applicant	Mr Reginald Cooper
Question 15 Submitted	Is it possible for Council to provide at least one free kerbside pick-up ticket, with each rate notice, then charge \$33.00 for subsequent pick-ups?
Final Comments for Distribution as Approved by GM	As part of the new domestic waste collection contract, Council decided not to continue a kerbside collection service and instead provide residents with two free tip tickets. It is acknowledged that some residents would still like a kerbside service. However, the cost of these services and the associated waste dumping problems suggested that moving to tip tickets would provide a better overall outcome. It is not proposed to change these arrangements at this point in time.
Meeting Notes / Actions	DDES spoke to the above and encouraged community members to provide feedback should they wish to see this service reinstated, as limited feedback had been received to-date.

Applicant	Mr Michael Hall On behalf of The Greens
Question 16 Submitted	Recent changes to RU2 and RU3 regulations seem to make the exploitation of land, especially Crown Land, more likely and subject to less control from Local Government. Are those changes a mistake? Should those changes be reassessed? Were those changes subject to adequate consultation?
Final Comments for Distribution as Approved by GM	The amendment to the Local Environmental Plan brought local planning controls into line with state planning policies. That is, extractive industries were permitted by the state policies, these policies override local plans and therefore this misalignment was corrected. Beyond the fact that extractive industries are permitted in rural zones, a site specific assessment of any given proposal is made through the development application process. It is this process where sufficient detail is known about a proposal to enable meaningful consultation and detailed assessment of potential impacts to be undertaken.
Meeting Notes / Actions	Please refer to Meeting Notes - Questions 10 & 12 above. Mr Hall noted the need for a big PR exercise to be done with the community.

Applicant	Mrs Sally Kolbe
Question 17 Submitted	When Cedar Creek floods Old School Road (four times in the past year), access is limited to the ungraded, uncleared section of Old School Road between Old Mill Road and Milligans Road. This road is in a terrible condition making access for 2WD vehicles dangerous, especially in wet conditions. Can you fix asap?
Comments	The section of Old School Road between Old Mill Road and Milligans Road is not a Council road - this is a forestry trail through the State Forest. On your behalf, Council will request State Forests to undertake an inspection of this road, however please note that Council has no role in maintaining this road or in being able to force State Forests to do anything with this road.
Meeting Notes / Actions	Community members spoke to the importance of this section of road as an alternate route when Cedar Creek is flooding. ACTION: Council to lead a coordinated approach (with affected community support) to make representations to State Forests. (A/DIAM)
Completed Action	CRM 25725. Council has sent a letter sent to Forestry in December. Council is currently liaising with Forestry regarding this matter.

Applicant	Mr Paul Kolbe
Question 18 Submitted	Why is the Herons Creek community mistreated with development plans? This is at local, state and federal levels with issues such as the diesel generation plant, the fragmentation of the area with the Highway upgrade, a proposed second quarry, no NBN coverage. Can we have real Council representation?
Comments	Council works hard to represent the interest of the community in all aspects of local life. However, this is a challenge given the wide variety of perspectives that exist within the community and the limitations of Council's sphere of influence eg. State and Federal Governments. This meeting is just one example of Council's commitment to engaging with local communities.
Meeting Notes / Actions	Mr Kolbe spoke to the question and encouraged Council to use its sphere of influence.

Applicant	Mr Gary Churnside
Question 19 Submitted	Are there any plans to carry out landscaping of the roundabouts at the Bago Road Interchange with the Pacific Highway? This Interchange is the gateway to our hinterland and in its current state shows a complete lack of pride.
Comments	The roundabouts were handed to Council by the RMS as a Council responsibility to maintain. Whilst Council staff protested this and the condition in which they were left, they were still handed to Council. Council requested the RMS direct the contractor to properly vegetate the roundabouts prior to handover finalisation however this was not done. Council has been left with a poor asset and no funding to improve their condition. At this stage there is no funding allocated to the maintenance of these roundabouts.
Meeting Notes / Actions	A/DIAM spoke to the above answer and the challenge of receiving assets in poor condition from the RMS. Community members offered to plant and maintain the roundabout with Council permission and support. ACTION: Council will work with the community on arrangements to plant and maintain the roundabout. (A/DCEG / GMCP)
Completed Action	Council is awaiting the appointment of a new Volunteer Coordinator to organise this activity and the approvals approach with RMS and Councils Transport team, this will occur at the time of the appointment which at this stage will be in April 2017.

Applicant	Mr Gary Churnside
Question 20 Submitted	In December 2015, Council enacted LEP Amendment 34 in which there were 13 miscellaneous issues. The amendment described these issues as “fairly minor”. Issue two related to RU3 Land (State Forest) in which extractive industries were prohibited. Does Council still consider this change minor?
Comments	<p>The amendment to the Local Environmental Plan brought local planning controls into line with state planning policies. That is, extractive industries were permitted by the state policies, these policies override local plans and therefore this misalignment was corrected. This is an administrative matter and in that context it is considered minor.</p> <p>Beyond the fact that extractive industries are permitted in rural zones, a site specific assessment of any given proposal is made through the development application process. It is this process where sufficient detail is known about a proposal to enable meaningful consultation and detailed assessment of potential impacts to be undertaken.</p>
Meeting Notes / Actions	Please refer to Meeting Notes t- Questions 10 & 12 above.

Applicant	Mr Gary Churnside
Question 21 Submitted	Bago Road (between the Pacific Highway and Milligans Road) is in a shocking state of repair. What plans do Council have to rectify the situation, bearing in mind it has recommended the approval of an additional quarry, which will almost double the heavy vehicle traffic on Bago Road?
Comments	<p>Council has previously sought both State and Federal funding to assist in the rehabilitation of this section of Bago Road; however we were not successful in receiving any funds as currently there are no load restrictions on the road preventing heavy vehicles from using this route.</p> <p>Council has undertaken pavement investigations to determine rehabilitation works for inclusion into future programs that can take advantage of the contributions made by quarry operators. Council has received RMS State Government funding for the 2016/17 financial year to undertake pavement safety works on some parts of this section of road.</p> <p>The proposed quarry on Lookout Road would contribute to maintenance commensurate with the additional truck movements it will generate, should it be approved.</p>
Meeting Notes / Actions	A/DIAM spoke to the above response.

Applicant	Mr Martin Parish On behalf of Herons Creek Chapel
Question 22 Submitted	With the massive increase of traffic using Herons Creek Road heading south to Kew - ever since the dual Highway came into being a few years ago and now with the heavier traffic of late with contractors using it to build the new waste transfer station - when will Council tar the road and grade it quarterly?
Comments	<p>Council has to manage and maintain 875km of sealed road and 465km of unsealed road. Herons Creek Road is managed in the same process as all other roads in the Local Government Area. In particular Council utilises the approved risk management processes to allocate available resources appropriately across all road assets.</p> <p>Given the need to match available resources to the management and maintenance of the network much of Council's focus is upon maintaining rather than upgrading existing infrastructure.</p> <p>As such the upgrade of unsealed roads to sealed roads is generally not undertaken as this would be in lieu of rectifying defective sealed road pavements that generally carry higher traffic volumes and an increased risk to motorists. This is consistent with advice provided by Councils Insurer. Therefore it is unlikely that Herons Creek Rd will be upgraded to a sealed road in the foreseeable future.</p> <p>Should resources become available in the future for the sealing of unsealed roads then consideration will be given to the Top 145 Roads Hierarchy along with other influencing matters. The unsealed section of Herons Creek Road is currently ranked at number 130.</p> <p>The unsealed portion of Herons Creek Road is considered a Priority 1 unsealed road and is graded every 6 months, this represents Councils highest level of service across the entire Local Government Area. To increase the grading frequency on Herons Creek Rd would require a decrease in the grading frequency of other roads within the Local Government Area and this is not appropriate.</p>
Meeting Notes / Actions	Please refer to Meeting Notes - Question 1 above.

Applicant	Mr Martin Parish On behalf of Herons Creek Chapel
Question 23 Submitted	The Herons Creek community fought to keep Miles Road open but the Council told us then, that the road was only constructed to handle 6-10 cars on a daily basis. Today it is used as a parking lot for cars daily. Being that this flies in the face of earlier advice, will Council reopen the road?
Comments	Council will not be re-opening Miles Drive. The change in layout and configuration of Herons Creek Road and thus the closing of Miles Drive was created by the RMS through the Pacific Highway Upgrade process. It is not appropriate to have Miles Drive as a through road onto Herons Creek Road. By maintaining this closure it removes through traffic and creates a safer environment for those from the Mill that park on this section of road. It also means that the road generally has lower speeds which have less impact on the road surface.
Meeting Notes / Actions	<p>A/DIAM spoke to the above and the RMS safety audit that led to the closure of Miles Drive and the need to avoid highway traffic coming off at that point.</p> <p>Mr Parish noted the fact that car movements are far higher than previously advised and should be able to accommodate a small amount of Herons Creek traffic.</p> <p>A community member noted previous RMS advice that they could take Miles Road all the way through to Kew.</p> <p>ACTION: Council to consider the above in light of the feedback provided by Mr Parish and discuss further with the RMS. (A/DIAM).</p>
Completed Action	<p>Customer Reference CRM 25728/2016.</p> <p>Council has been in contact with the RMS regarding Miles Drive in response to residents concerns. RMS confirms that Miles Drive is closed for reasons determined as part of the Pacific Highway Upgrade. RMS supports Council's decision for this road to remain closed. RMS's original position has not changed on this matter.</p>

Applicant	Mrs Peta Pinson
Question 24 Submitted	Who paid for the change to the rezoning of land via the LEP amendment?
Comments	The rezoning to align the Local Environmental Plan with state planning policies was carried out as part of a routine administrative amendment. There are no fees associated with administrative amendments to the planning scheme.
Meeting Notes / Actions	Please refer to Meeting Notes - Questions 10 & 12 above.

Applicant	Cathy & Martin Hocking
Question 25 Submitted	What is going to be done to make the Blackbutt Road “bridge” safer? It needs widening and sealing as it is a blind corner and there have been many close calls and almost a fatality last week.
Comments	Council will undertake a safety assessment at this culvert (bridge), within the next three months in accordance with Australian Standards to see if the particular situation warrants the installation of warning/advisory signs and guardrails. If it is warranted, works will be prioritised in accordance with Council's risk rating system.
Meeting Notes / Actions	ACTION: Council will undertake the safety audit as described above in the coming months to determine the priority / need for this request, based on the results of the audit. (A/DIAM)
Completed Action	Council Reference CRM 25730/2016. Following Council's commitment to undertake a safety assessment of this bridge in response to community concerns that the bridge is requires widening and sealing to make it safer for road users, Council staff undertook a site inspection on 30 January 2017. Staff are currently preparing a report on their findings and the community will be notified of the outcome.

Applicant	Cathy & Martin Hocking
Question 26 Submitted	Herons Creek Road needs sealing at least from the new Transfer Station to the railway bridge.
Comments	<p>The Kew Waste Transfer Station project will be sealing an additional 500m of Herons Creek Road joining the existing sealed section of this road to the south of the project. This will see the seal terminate approx. 170m north of the new entrance to the Waste Transfer Station and 310m south of the railway bridge.</p> <p>The section north of the transfer station will not be sealed. Herons Creek Road is managed in the same process as all other roads in the Local Government Area. In particular, Council utilises the approved risk management processes to allocate available resources appropriately across all road assets.</p> <p>Given the need to match available resources to the management and maintenance of the network much of Council's focus is upon maintaining rather than upgrading existing infrastructure.</p> <p>As such the upgrade of unsealed roads to sealed roads is generally not undertaken as this would be in lieu of rectifying defective sealed road pavements that generally carry higher traffic volumes and an increased risk to motorists. This is consistent with advice provided by Council's Insurer. Therefore it is unlikely that Herons Creek Road north of the Transfer Station will be upgraded to a sealed road in the foreseeable future.</p> <p>Should resources become available in the future for the sealing of unsealed roads then consideration will be given to the Top 145 Roads Hierarchy along with other influencing matters. The unsealed section of Herons Creek Road is currently ranked at number 130.</p> <p>The unsealed portion of Herons Creek Road is considered a Priority 1 unsealed road and is graded every 6 months, this represents Council's highest level of service across the entire Local Government Area.</p>
Meeting Notes / Actions	<p>Ms Hocking questioned the logic in leaving a small portion of the road unsealed and encouraged Council to save money and complete these works now.</p> <p>DDEM noted the budget only allowed limited works and noted the prioritisation of the sealed road from the southern end which will service more traffic.</p> <p>A/DIAM noted advice that no contractors trucks will come through Herons Creek, that all are to come from the south. If the community notes any trucks through Herons Creek, he encouraged them to notify Council's Customer Service Centre.</p> <p>Martin Parish noted 8 hours of truck movements through Herons Creek immediately after the road had been graded and that this countered the grading work immediately.</p>

Applicant	Cathy & Martin Hocking
Question 27 Submitted	Proposed Quarry - should not be allowed in State Forest.
Comments	<p>Given the potential for impact such a noise, quarries cannot be located in urban areas and therefore need to be able to be located in rural zones. State forests are a rural zone and subject to proper siting and controls, can be an appropriate place for a quarry to be developed.</p> <p>It is acknowledged that there needs to be a balance when considering the value of rural industries such as forestry, extractive industries and traditional agriculture. These issues are assessed at the development application stage when sufficient information about any given proposal is available.</p>
Meeting Notes / Actions	Please refer to Meeting Notes - Questions 10 & 12 above.

Applicant	Margaret and Don Dixon
Question 28 Submitted	Herons Creek Road - this road is constantly in a deteriorating condition. The machine comes supposedly twice a year to grade but the finished job is less than desirable. The road is pot holey and the grade rough and narrow. When will Council do something permanent about this road?
Comments	<p>The unsealed portion of Herons Creek Road is considered a Priority 1 unsealed road and is graded every 6 months, This represents Council's highest level of service across the entire Local Government Area.</p> <p>All unsealed roads deteriorate after routine grading activities; the rate of degradation is highly dependent on the underlying materials and gravels available within the area and deterioration exacerbated during periods of wet weather. Potholes often form within weeks of grading after large rain events irrespective of the methods used by the operator. Council's grading crews undertake grading operations in accordance with industry best practice and as noted in the Australian Road Research Board (ARRB) Unsealed Roads Manual.</p> <p>Herons Creek Road is managed in the same process as all other roads in the Local Government Area. In particular Council utilises the approved risk management processes to allocate available resources appropriately across all road assets.</p> <p>Given the need to match available resources to the management and maintenance of the network much of Council's focus is upon maintaining rather than upgrading existing infrastructure.</p> <p>As such, the upgrade of unsealed roads to sealed roads is generally not undertaken as this would be in lieu of rectifying defective sealed road pavements that generally carry higher traffic volumes and an increased risk to motorists. This is consistent with advice provided by Council's Insurer. Therefore it is unlikely that Herons Creek Rd north of the Transfer Station will be upgraded to a sealed road in the foreseeable future.</p> <p>Should resources become available in the future for the sealing of unsealed roads then consideration will be given to the Top 145 Roads Hierarchy along with other influencing matters. For information, the unsealed section of Herons Creek Road is currently ranked at number 130.</p>
Meeting Notes / Actions	Please refer to Meeting Notes - Question 1 above.

Applicant	Mr Gary Churnside On behalf of No New Quarry Herons Creek
Question 29 Submitted	Does Council consider that community consultation regarding LEP Amendment 34 Issue 2 was done in a “consistent and transparent” process that the community understands? Bearing in mind that “written notification to affected and appropriate adjoining landholders did not happen, yet Council claimed did.
Comments	<p>It is considered that community consultation regarding LEP Amendment 34 Issue 2 was appropriate having regard to the nature of the amendment and its context, given the state planning policies.</p> <p>There were a number of different amendments to the LEP and the written notification technique was use for those amendments where there was a specific development outcome that warranted direct consultation with adjoining neighbours.</p> <p>Written notification in relation to allowing extractive industries in the RU2 and RU3 zones was not undertaken given the non site specific nature of the amendment. This is consistent practice or this type of amendment.</p> <p>Written notification to affected landowners is also undertaken at the development application stage, when the detail of a given proposal is known.</p>
Meeting Notes / Actions	Please refer to Meeting Notes - Questions 10 & 12 above.

Question 1 Raised from the Floor	Can Council do something to ensure Herons Creek be included in the Development Control Plan to talk to the character of the area?
Meeting Notes / Action	DDES noted the current Urban Growth Development Strategy review and that further information on the character of the area to be considered and included in this document. The Mayor noted recognition for our towns and villages is also on the radar in terms of new Councillor Portfolios.

Question 2 Raised from the Floor	Could Council initiate a discussion about how many people they want in their Local Government Area?
Meeting Notes / Action	Cr Turner noted that the Urban Growth Management Strategy will be placed on exhibition for comment and that would be a good mechanism through which to provide such views.

Question 3 Raised from the Floor	Bill Boyd suggested that we need to put a 40km speed limit on some of the local roads and for Council to tell the police to fine everyone and then we would have enough money to seal it. The key message being that everyone is to drive to the road conditions.
Meeting Notes / Action	Mayor noted the serious concerns around road safety that had been raised at the meeting and that this will be taken away by senior staff and Councillors.

Question 4 Raised from the Floor	Does Council monitor dust? What is considered normal and what's too high?
Meeting Notes / Action	To be taken off line for discussion with staff after this meeting.

Question 5 Raised from the Floor	Can the Council go to the Minister of Planning and say they would like to revoke their decision to lodge an amendment to the LEP? What is the process by which the LEP amendment would be reversed?
Meeting Notes / Action	DDES advised Council would need to lodge a new amendment (planning proposal).